## Inland Seas



# QUARTERLY BULLETIN OF THE GREAT LAKES HISTORICAL SOCIETY

VOLUME 1 NUMBER 2

**APRIL** \* 1945

## Lake Erie Exploration to 1800

#### A Selected List of Source Materials in the Cleveland Public Library

By P. W. McDermott

AKE ERIE has long been neglected in bibliography, history and romance. This article is intended to fill part of the gap. It is part of a comprehensive bibliography on the Great Lakes, whose com-

pilation is one purpose of the Great Lakes Historical Society.

Étienne Brulé may have been the first to see Lake Erie in 1615; or the Recollect Father Daillon may have visited it first in 1626, but the earliest recognizable notices of the lake appear in the Jesuit Relations of Father Jérôme Lalemant, for 1641 and 1648, and of Father Bressani for 1653. These brief descriptions are of such accuracy as to suggest that some European had already explored its shores.

The first recorded discovery, however, is that of Louis Jolliet. Galinée's journal, reporting that event, as well as the Sulpician missionary expedition along the north shore in that year and the following, is the first narrative of Lake Erie exploration. Nine years later (1679) the *Griffon* entered Lake Erie. The vessel's construction, its voyage, and the trials and travels of those it concerned, are all described, in varying degrees of detail, in the works of Father Hennepin, Tonti's memoir, and the La Salle documents. Baron Lahontan rounds out the century with his vivid description of the lake, and his accounts of the military expeditions of 1687-88, the first along the north shore to take command at Fort St. Joseph, the second to the south shore to battle the Iroquois. Father Charlevoix, as a special agent for the French government, traveled the north shore route in 1721; and the 1749 journal of Chaussegros de Léry records an expedition to Detroit and return, along the same shore.

The geography of the south shore begins to take shape with the expedition of Céloron to the Ohio in 1749, whence we have two journals, Céloron's own, and his chaplain, Father Bonnecamps'. Only the eastern and western ends are described, however, and they briefly. In 1753, the unidentified J.C.B., a member of an expedition sent to overawe the Indians of the upper lakes, describes the journey along the south shore,

most of his journal being devoted to Presque Isle and the Isle des Serpents. The 1754-55 journal of Chaussegros de Léry makes amends for all previous lack of detail. He led his men along the south shore, sketched the river mouths and bays, measured distances, even counted the paddle strokes per minute, and tried to guess which of various names belonged to which rivers. Pouchot contributes several pages of description of the south shore (1755-60), which information was to accompany a map, now missing, sent to Montcalm.

During the years 1755-59, Col. James Smith, a captive among the Indians of northeastern Ohio, made an informal pre-conquest survey of the lake shore and the inland region between the Cuyahoga river and Sandusky bay. The year following his escape, the famous Rogers' Rangers brought the news of the English era to Lake Erie, coming along the south shore from Presque Isle to Detroit. The expedition is reported in Rogers' published works and in the 1760-61 journal of

George Croghan.

For a while the available accounts give the impression of a feverish come-and-go on the lake. Sir William Johnson's 1761 expedition to Detroit goes along the north shore and returns to Niagara along the south. Major Wilkins' expedition (reported by Lieut. Gorrell), sent to relieve Detroit during the Indian siege of 1763, is wrecked near Rondeau, Ontario, and returns. Capt. Montresor's expedition, 1763, after successfully surviving the wreck of the sloop *Michigan* and an Indian attack, takes the schooner *Huron* to Detroit, breaks the siege, and returns along the north shore in small boats to assist Wilkins' men.

In the following year Montresor is with the Bradstreet expedition which is wrecked west of Rocky River, Ohio. In that year Thomas Morris, traveling from Cedar Point, goes up the Maumee to observe the Indians' reaction to Bradstreet's approach. His report was, he

claimed, the cause of the disastrous withdrawal.

John Porteous gives us a fine description of the north shore on his journey to the upper lakes in 1765. Croghan's 1765 journal provides some notes on the south shore from the Maumee to Detroit and the north shore route to Niagara. The merchant, John Lees, take the north shore to Detroit in 1768, and returns to Niagara in the sloop *Charlotte*. In the same year Carver comes down to Detroit from the upper lakes and on to Niagara, giving some interesting notes on the Sandusky islands. Some time around 1772 occurred the gory Indian adventures of David Ramsay in the Long Point region. Hutchins' map and description, 1778, includes the lake and all the portages to the Ohio.

The accounts of the Moravian missionaries, John Heckewelder and David Zeisberger, for the period 1781-92 are the most detailed and in-

teresting, as well as the most tragic of all south shore journals. Of particular interest is the voyage of their frequently uprooted congregation from Detroit to the Cuyahoga river on the sloops Beaver and Mackinaw. Col. Hillman's letter gives a description of the mouth of the Cuyahoga and a few notes on the sloop Mackinaw. The anonymous Journal of a Survey, 1789, is assumed to be of British authorship. Oliver Spencer was ransomed from the Indians in 1793 and returned home by way of Detroit and Niagara, aboard the sloop Felicity. A vigorous Lake Erie storm, and further additions to the snake story collection of the Sandusky islands, are among the high lights of this narrative. The journals of the south shore surveyors, Colt, Porter, Pease, Cleaveland and Atwater, and John Heckewelder's description of northeastern Ohio, conclude the century and the list.

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## Captain Bundy's Gospel Ship

By Walter Havighurst

MONG THE FLEETS of sloops, barques, brigs and schooners that whitened the lake lanes seventy years ago, there was just one Gospel Ship. In the 1870's and '80's the *Glad Tidings* sailed out of Chicago, not with wheat or coal or lumber, but with a gospel tent, a portable organ, a box of Bibles and a locker full of hymn books. She was the command of Captain Henry Bundy, a big, broad, bearded man who had been converted on the barque *Potomac* of which he was owner and master. After his conversion he devoted his life to religious service and assumed the title General Missionary of the Northwestern Lakes.

Actually Captain Bundy had a succession of four Gospel Ships, each one larger and more efficient than its predecessor. In those vessels he put in some twenty strenuous seasons of navigation and evangelism. As the circuit-riders of the frontier had gone on horseback through the counties of the lake states, so Captain Bundy was a sailor on a circuit that extended over a thousand miles of shoreline. He took the scattered ports of Lake Michigan and Lake Superior for his parish, traveling with his family aboard and putting into the lumber and iron harbors to hold religious services. Sometimes he preached from the deck of the *Glad Tidings* to a circle of men on a pierhead. More often he set up his tent on the waterfront and announced a daily schedule of meetings. He visited thousands of families in the lonely lake towns.

The first of the Gospel Ships was a single-masted vessel, nineteen feet long with a six-foot beam, which had been designed originally as a coast guard craft. She carried a mainsail and a jib, and above her cramped little cabin a long pennant at her masthead labeled her "Bethel Ship." Her first voyage took her from Chicago to Washington Island, at the entrance to Green Bay. Among the fishing families on the island Captain Bundy established several Sunday Schools, to which people came in large numbers. Wherever he went Captain Bundy seems to have attracted eager listeners from the lumbermen, longshoremen and seamen in the lake towns.

After a single season Captain Bundy's needs had outgrown his first small craft and so the *Glad Tidings* Number 2 was built in Chicago, in 1877. This was a two-masted sloop of 33 tons, a graceful vessel and a

good sailor. She could easily be distinguished from small trading yessels on the lakes by her long jib-boom and the clean lines of her cut-water, as well as by the "Bethel Ship" banner that billowed from her foremast and the three pennants spelling GOD IS LOVE on her mainmast. In this vessel Captain Bundy carried a portable organ and a gospel tent for services ashore, and for intimate services he could use the cabin of the sloop which housed a small chapel with an altar decorated in gold leaf.

For six seasons the Glad Tidings Number 2 sailed the lakes. In that time Captain Bundy established many missions at remote points on the upper lakes and became widely known among Great Lakes mariners. But eventually he found his vessel too small, partly because his family was growing up and needed more living space aboard, and because each season he distributed several hundred cases of Bibles, contributed by the American Bible Society of New York, and a large quantity of religious periodicals. So he undertook to build a larger craft—the Glad Tidings Number 3.

This project is the subject of a letter which has been preserved by Miss Laura E. Burmeister, head cataloguer at the Library of the University of Southern California. The letter is addressed to Mr. Charles Burmeister, her father, whose compilation of a history of the Great Lakes was interrupted by his death in 1891. His uncompleted manuscript was given, along with other papers and relics, to the University of Wisconsin. For some years Mr. Burmeister served as marine correspondent for the Chicago Inter-Ocean.

The letter, reprinted here by Miss Burmeister's permission, reveals that Captain Bundy had some difficulty in steering a course through the

intricacies of English spelling.

Chicago, Feb. 24, 1883

Chas Burmeister

#### Der frend

in reply to your card would say the Little Western built in Chucago that foundred and drownded one man on her first trip on the Lords Day morning never made but that trip was lade up and burned in the great Chicago fire. The Gosple Ship No. 1 was built [by] Cuson boat bulder in Chicago. She was built for a life boat but had never bean launshed untel I bought her. She was a safe boat but to small for the work. I sold her and she was taken south and put in the Oreng traid. Glad tiddings N.2 was built in the winter of 1877 in Chicago. She has proved to small also. We carry gosple tent organ and children ar all grown and want more rume. So we are building Gospel Ship No. 3 with help of our Masters hand. We have to raise six thousand dollars for the new ship if there

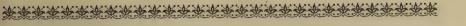
is aney bodey in frankford would like a share with our Lord in his ship would you be kind enough to se that it is forwarded. I send you reports of last year from your faithful Missionary

Henry Bundy Gen. Missionary N.W.L.

The Gospel Ship Number 3 was built at Manitowoc. It was 50 tons burden and it served Captain Bundy for nearly a decade. In that time he established so many missions that it was impossible for him to reach them all in one season. So he felt the need of a steamer that would not be delayed by calms and head winds and he planned the building of the Glad Tidings Number 4.

The new ship, costing more than \$10,000, was built at Miller's dry dock on Goose Island in the Chicago River. She was 80 feet over all with an 18-foot beam, and was powered by a high-pressure engine and a screw propeller. Her forward cabin, beneath the navigation bridge, was fitted up as a chapel to seat forty-five persons. She was a trim and sturdy little steamer. Her crew consisted of an engineer and two missionary sailors, all of whom had been converted by the Captain. His wife acted as cook and his 17-year-old daughter played the organ.

With a steamship to carry him on his rounds, Captain Bundy was able to maintain a schedule of appointments at scores of lonely settlements on the upper lakes. It was said that he reached a quarter of a million people on his many cruises. For some twenty years the *Glad Tidings*, either as sloop or steamer, with GOD IS LOVE at her masthead, was a familiar sight in the harbors from Chicago to Duluth.



## The Engineer

By R. W. ENGLAND

T HAS ALWAYS SEEMED as if the captain of a ship gets all the credit while the engineer goes on the even tenor of his way. However, he also has a lot of credits as well as a lot of troubles.

I started sailing in 1889 on the Ward Line steamer *Toledo* at Detroit. This little vessel was a package freighter running between Buffalo and Detroit, stopping to take on and discharge cargo at all intermediate ports. She was a small vessel, with a length of 181 feet and a beam of 31.

She was built in 1863.

I was a watchman. We put in quite a long time fitting out, as she had had a fire the previous fall. She had the wooden arches so familiar at that period and her cabins and arches were covered with blisters from the ancient paint, which had to be scraped off. Being green, I then heard many stories. One was that the little old engineer and his little old assistant were the only ones that could run the steam plant, which consisted of one fire box boiler and a single cylinder engine with wooden columns. She had some strange contrivance in the way of reversing gear overhead made fast to the deck. It was because of this that it took both engineers to operate it.

At last we got the old ship painted and the sails bent and were ready for sea. The ship was lying in a slip at the lower end of Detroit. When the captain gave the signals to back, she backed and never stopped until she landed on the river bank at Sandwich. The captain was busy giving signals and using bad language. Fortunately as she backed out into the current, she backed up stream a bit, landing port side to. A tug pulled her off, and we proceeded to Hurley's coal dock to take on

fuel.

Captain Eber Ward, the owner, met us and the lurid talk that followed was a classic. It was his first year on the *Toledo*, and he much resented being on a ship that would not stop when he wanted her to do so. His demand for a new engineer Captain Ward would not entertain at all, saying that the two old men were the only ones that could run her. Finally they made some repairs to the engine and I always had the impression that some were made to the engineer too. This was my first experience with an indispensable engineer.

My next ship was the John V. Moran of the same line. Here I made a lifelong friend of the chief engineer, Joseph Hayes, a strong character and one of the ablest men the Great Lakes ever produced. He had served his time in a boiler shop. On those days when most engineers came up from firemen this was rightly considered a better training for an engineer.

After this came the new *Governor Smith* of the Central Vermont Railroad, trading from Ogdensburg to Chicago and way ports in the package freight trade. Her chief engineer, James Turnbull, was a fine type of Scot. This vessel, like the *Moran*, had compound engines with Scotch boilers, also a steam steering engine, windlass and capstan, which were just coming into vogue. My three years in this vessel were among the

happiest of my life.

In the spring of 1892 I was lookout on a fine new steel ship, *Northern King*. Here I found a new type of engineer, William Phillipe, a young man who, I fancy, had had some technical training, perhaps in a shop. He needed it with the advance in engineering that had taken place; electric lights and the steam equipment now so familiar and triple expansion engines, making high speed possible for a freighter. This type of plant continued through the year except for some steeple-compound, double compound engines.

The year 1893 brought out a passenger ship, the *Northwest*, followed by the *Northland*. These two ships were away ahead of their time in every respect, both on the lakes and in the Atlantic. They were equipped with water tube boilers and quadruple engines with high steam, which made them very fast. They had lavish passenger accommodations, but after some years had to be abandoned as a financial failure.

One of these ships had a chief engineer, Frank B. Smith, an entirely different type for the period. After starting as a wheelsman, he decided to go into the engine department. This was fortunate as he developed a very strong engineering bent and became a leader, not only having fine practical experience, but also good technical training and fine executive ability. This he demonstrated as chief engineer of the Pittsburgh Steamship Company. His memory is one of my most cherished possessions.

There have been great advances in the progress of the marine engine for the men who run it. In the early days these men came up the hard way as firemen, and many had not had educational advantages. This put a great burden on them as changes came in the steam plants. Today there are all kinds of opportunities to obtain the necessary technical training to meet the demands of modern engines like the Diesels, turbines, turbo-electric and water tube boilers carrying very high steam to a degree unknown a few years ago, to say nothing of the many small appliances now in use which have reduced the hard labor of the older engineers' days.

It must always be remembered that in the days of sail the wind was the power that drove the ships, and the captain was supreme. With the introduction of steam came a new condition for the sailor. To him the steam engine was a mystery which he neither understood nor liked. It threw soot, steam and oil on the deck, and was a dirty affair. Also it kept him from being boss. Gradually, however, the captains realized that wind as a motive power was obsolete from a commercial point of view.

In the early days it is remarkable how well the engineers got along with all brass bearings, hot crosshead and crank pins, to say nothing of main journals of very heavy brass. If these got hot, real trouble was at hand. Then there were air pumps that were everlastingly breaking down, as did the connected feed and bilge pumps. Perhaps the men of today with all their technical training would throw up their hands if they should encounter like conditions now.

An outstanding thing about the sailor is his loyalty to his ship. He may have officers not to his liking, but still his ship is the best and always right. Often a ship moving in port will rub another ship. I have come down the deck and heard a fireman say, "What did that fellow do that for?" Not for a moment would he think that the captain of his ship might be in error. And there is no real reason why they should do this, or why the most loyal man should be the fireman who has been down in the firehold burning himself up and getting no credit.

Crossing the Atlantic on the Queen Mary a few years ago I asked an engineer:

"How do you like serving in this kind of plant?"

He replied in broad Scotch, "Weel, all you do is turn the throttle on and everything goes round and round. No more up and down stuff."

That may be true to some extent, but the engine problems of the sea are there just the same. It is a pity that there are not some permanent records to show the evolution of the steam plant on the Great Lakes, and the experience of the men who operated them. Many are gone, but we still have George Waterburn, Anton Rud, William Fetting, James Wood, Guy Myers, A. H. Arnhaus, Henry Cowan, J. H. Durkin, M. E. Kingsbury, J. R. McRae, and a host of others who could tell the whole story. History should be written by living men of the period, thus enabling the Great Lakes Historical Society to have a truly historic record of the past and the present.



### The First Lighthouse on the Great Lakes

By LILLIAN REA BENSON

NE HUNDRED AND FORTY-ONE years ago, on the west bank of the Niagara River at the point where that river joins Lake Ontario, civilian artificers and soldiers from nearby Fort George erected the first lighthouse on the Great Lakes. The Mississauga Light, named for the point of land on which it stood, was built in 1804 to guide vessels entering the Niagara River from Lake Ontario. It was one of three lighthouses whose construction had been authorized by an act of the Upper Canada legislature during the session of 1802-3. The other lighthouses were to be erected at Gibraltar Point at York (Toronto) and on Isle Forest at Kingston.<sup>1</sup>

It was natural that Canadian business interests should at this time be more concerned about the safety of shipping on the Great Lakes than the people of the United States. There were as yet few Americanowned boats plying these waters, for population was still sparse on the American side, due to the delay in settlement caused by Britain's continued occupation of frontier posts after the close of the War for Independence. In those same years, however, settlement along the Canadian shore had increased rapidly, beginning with the arrival in 1783 of many Loyalists and continued by the coming of hungry land-seekers who formed a part of the early westward movement. Trade flourished between Kingston, Niagara and other ports on the lake and river shore. Military supplies consigned to Fort George, the new fortification on the west side of the river, to which the garrison from Fort Niagara was moved in 1796, were carried by boat; Fort Erie and Fort Malden (Amherstburg) also received their supplies via Lake Ontario and the post on the Niagara River. Because Upper Canada's trade was largely dependent on ships and because her military posts along the border were linked by the water route, aids to navigation were of importance.

The Act of 1803 is described as one "to explain and amend" legislation passed the year before. Upon the authority of this General Hunter had evidently ordered a light from England, for on September 14, 1802, Major James Green, his secretary, wrote to the Honourable

<sup>&</sup>lt;sup>1</sup> This article is based upon documents in the Public Archives at Ottawa.

Robert Hamilton<sup>2</sup> informing him that necessary instructions had been given for the bringing out from England of "one of those reflecting lamps on a small Scale, which are now in general use at Home for

similar purposes."

By the following summer the light had arrived in Canada, for in a letter to Hamilton dated September 22, 1803, Major Green informed him that the lamp and a quantity of spermaceti oil were being forwarded to Fort George. The letter concluded with the hope that the light might soon be placed in the situation for which it was intended.

Nothing was done that autumn, however, and on February 21, 1804, Richard Cartwright and Robert Hamilton addressed a letter to the Lieutenant-Governor setting forth their observations on the projected lighthouses. As traders, ship owners and taxpayers these men were vitally interested.<sup>8</sup> They urged a beginning—at Mississauga Point even though the lighthouse fund might not be sufficient, pointing out that persons like themselves who for a year had been paying the port duties required by the Act4 had as yet received no benefit. They pointed out also that if the erection of the lighthouses were delayed until the funds were adequate for construction those who were then paying might never derive advantage from them. The implication was that the dangers of navigation at the mouth of the Niagara River might conceivably destroy the source of revenue. They suggested the immediate erection of the simplest type of structure - even a scaffolding, sufficiently strong to support the lamp and give the attendant access to it. Should the funds still be inadequate for the building of a permanent structure when that necessity should arise, their letter suggested that the Legislature "will doubtless not hesitate to increase them (the rates) and persons interested will cheerfully pay a larger sum when they derive immediate advantage from its application."

Doubtless the observations made by two such influential merchants, who were also members of the Legislative Council of the province, served to speed up the work for it was only eight days later, on February 29, 1804, that the Lieutenant-Governor through Major Green ad-

Hamilton was a resident of the Niagara district and a member of the Legislative Council of Upper Canada.

<sup>•</sup> Cartwright, like Hamilton, was a member of the Legislative Council of Upper Canada. Both were merchants who carried on an extensive forwarding business on Lake Ontario and the Niagara River. Cartwright was a Kingston merchant while Hamilton had his business interests at Niagara.

<sup>•</sup>The tonnage dues were three pence a ton on every vessel, boat or raft, or on other craft of the burthen of ten tons or upwards entering the port or passing from the lake into the river. Only the King's vessels were exempt but in lieu of the payment by them of duties the garrison at Fort George was to supply a keeper for the light.

dressed a letter of instruction to Captain Gustavus Nicolls of the Roya Engineers. Captain Nicolls was to proceed at once with plans and estimates for a lighthouse to be erected early in the summer at Mississaug Point. The observations of Cartwright and Hamilton were enclosed and the Captain was instructed to consult with Mr. Hamilton who wa "in complete possession of the Lieut-General's Ideas on the subject." Together they were to advise as to the most suitable location and to discuss the form and construction of the building. On one point only wa Captain Nicolls given specific instructions: ". . . it is not intended, the letter reads, "to go to any expense with respect to Ornament for this Building—You will principally consult Utility and at the sam time make it substantial." The work was to be done by civil artificer assisted by laborers to be supplied from the troops at Fort George, thes latter to be paid at the rate of 1/3 Halifax currency per day.

On April 2, 1804, Major Green acquainted Colonel Isaac Brock commander at Fort George, with the project and requested that he sen occasionally such military laborers as could be spared from their duties Green advised him also that a non-commissioned officer or soldier was

to be supplied from the garrison to tend the light.

A letter of the same date, from Major Green to John Symingtor collector of customs at the Port of Niagara, informed the latter of his appointment to oversee the building of the lighthouse, and enclosed copy of the plans and estimates prepared by Captain Nicolls. The specifications called for a stone lighthouse, 45 feet in height, the estimate cost of which was £178.3.8, the details being as follows:

(Carpenters 20 days at 6/3£ 6.5.0	
Civil (Masons 96 days at 10/	
Military Labourers 9.7.6	
Workmanship	£63.12.6
Materials	
Carpenters materials	12.12.3
24 Toises of stone <sup>7</sup>	34. 0.0
384 Bushels of Lime	24. 0.0
72 Panes of Glass 12x10	6.15.0
50 days of a team	
	£161.19.9

Peter Hunter, Lieutenant-Governor of Upper Canada from 1799 to 1805, held the rank Lieutenant-General.

Isaac Brock came to Canada with the 40th Regiment in 1802. He directed the defense Upper Canada in the War of 1812 until the Battle of Queenston Heights where he was fatal wounded.

<sup>&</sup>lt;sup>1</sup> The toise was an old measure of length in France, containing six French feet, or 6.39 English feet. Here it is used as a cubic measurement.

Add 1/10 for contingencies	16.	3.11	
Halx. Currency	£178.	3. 8	

In order to procure the necessary materials and labor to proceed immediately with construction, a warrant for £150 in Symington's favor was placed with the Receiver-General, the balance to be paid when

the work was completed.

No provision had as yet been made for the accommodation of a light-keeper. After consultation with Mr. Hamilton, Captain Nicolls reported that to provide living quarters in the lighthouse itself would require a larger and more costly structure, and he recommended, therefore, the erection of a small wooden building nearby. Major Green directed Symington to proceed with the construction of a log house at a cost of £50.9.4½. The actual cost was £53.10.4½ while the cost of the lighthouse proper exceeded the estimate by £22.13.10.

By the first of June, 1804, the lighthouse was nearing completion. The masonry was finished and the reflector ready to be installed. Dominic Henry, of the 4th Battalion of Royal Artillery, was appointed keeper, and for his services he received one shilling Halifax currency

per day from the commissary at Fort George.

For ten years, all through the difficult days of the War of 1812 and during the months of American occupation, Henry continued to tend the light. When the American forces finally withdrew in December 1813, the lighthouse and the keeper's log cabin were two of the few buildings that remained intact. The town of Niagara had been destroyed and Fort George could no longer be used as a military post. It was decided, therefore, to build new fortifications at Mississauga Point. This necessitated the removal of the lighthouse. Accordingly it was razed to the ground early in 1814 and the stones, together with material salvaged from the ruined town, were used in the construction of Fort Mississauga or Fort Riall as it was first named. Of this old fort all that remains today is a tower. The Historic Sites and Monuments Board of Canada in 1939 placed a commemorative tablet upon the site of the old lighthouse bearing the following inscription:

#### POINT MISSISSAUGA LIGHTHOUSE

The first on the Great Lakes, built of stone in 1804 by John Symington, under orders from Lieutenant-Governor Peter Hunter: demolished in 1814 to make room for this fort, its materials with debris from the ruined town of Niagara, were incorporated in this tower.

A. D. 1939.



### The Goodrich Line

By R. G. Plumb

The story of Captain A. E. Goodrich and his line is the record of the greater part of passenger travel on Lake Michigan for a period of sixty years. This celebrated pioneer of the lakes was born in 1825 at Buffalo. At an early age he entered into apprenticeship under his uncle who sailed on Lake Erie. He then became a minor cog in the great Ward empire, serving at first as a clerk on the line between St. Joseph and Chicago. This was the connecting link with the recently built Michigan Central railroad, by which travelers embarked on the final stage of their westward journey to the rising western metropolis.

Time passed and by 1855 the railroad had been constructed around the end of the lake. The Ward interests, believing that this particular line would fall in popularity, disposed of four of their boats, among them the steamer *Huron*, of 348 tons, built at Newport in 1852. This craft Goodrich bought outright and at the same time maintained an interest in other boats with ten other former Ward employees. He soon disposed of this interest, preferring to run his own boats even at the early age of thirty. The *Huron* maintained daily trips from Milwaukee as far north as Two Rivers in 1856. The Manitowoc *Herald* said in November of that year: "We hope that Captain Goodrich's experience will induce him to try the route another season and that his efforts to accommodate our business community will be duly appreciated."

Two years later the propeller *Ogontz* was secured, Captain Flood took command and the route was extended to Green Bay. This craft was disposed of to a Racine group in 1860 and was converted into a sailing vessel, sinking in 1862. Her companion ship was the *Wabash Valley*, also a propeller, which in turn was sold to the Milwaukee & Grand Haven Transportation Company, and was lost under its new ownership the same year.

By this time the Ward line had withdrawn its boats from the west shore of Lake Michigan and Captain Goodrich had to make immediate plans to expand in order to care for the extensive trade in the region where no railroad had yet penetrated. It was then that he began the habit he ever after followed of having his own boats built for him. The first venture was the sidewheeler *Comet*, built at Newport, Michigan, in 1860. She was the same size as the *Huron* and was placed in command of Captain Fred Pabst. He later became famous as a Milwaukee brewer, after marrying into the Best family, then the owners of one of the noted Milwaukee institutions. Under his command many a volunteer started his journey southward during the Civil War. The *Comet* was a staunch craft and remained in the service of the company until 1870, in later years taking over the new Grand Haven-Milwaukee route. The *Seabird*, built in 1859, was also secured soon after its construction and placed on the west shore run, and sometimes journeyed to Lake Superior. Her valiant service lasted until that sad April day in 1868 when she caught fire off Waukegan on her first down trip of the season with the loss of

practically all of her crew and passengers.

At Manitowoc, Stephen Bates and his son William had been engaged in shipbuilding during the decade of the fifties, gaining prominence as the originators of the clipper type of schooners. In 1860 they turned to the construction of vessels that were to be propelled by steam and the many years of association between them and their successors and Captain Goodrich began. The first contract was for the steamer Union, launched in April 1861, using, as was the practice of those days, the engines of an older craft, the Ogontz. She was fitted out at a total cost of \$25,000 and ran for several years until disposed of to business men who continued her in trade on Green Bay. The second ship was the Sunbeam, costing \$15,000 more and launched three months later. This craft had been fitted out with the so-called Whittaker side-wheel apparatus but it proved a failure and two years after construction the vessel foundered on Lake Superior with a loss of twenty-one lives. To meet the necessities of increasing trade Captain Goodrich then took over the much larger Ward line steamer Planet, 1164 tons, built at Newport in 1855. This vessel was on the west shore run until 1866 when it was dismantled and became the barge Northwest, owned by the Peshtigo Lumber Company. He also ran the steamer May Queen, four years younger than the Planet, but a smaller craft. This boat sank off Sheboygan in 1865 and the hull finally met its end by fire a year later at Milwaukee. By the end of the Civil War the Bates firm had dissolved, removing to Chicago, where William was to be known in marine circles as a recognized authority and writer on construction for years afterwards. Succeeding them was G. S. Rand who had had considerable experience during the Civil War building boats on the Mississippi. His organization immediately secured a contract from Captain Goodrich to begin construction on craft for his use, the first being the Orion, a boat of 666 tons. She was launched on December 6, 1865, the engine of the steamer Michigan, purchased by the Goodrich Line that year being transferred to the new craft. She ran on the west shore route for four years, after which time she was dismantled and wrecked off Grand Haven.

In 1866 the Goodrich interests were finally incorporated as the Milwaukee, Sturgeon Bay & Green Bay Transportation Company, but the name was changed later to that of the Goodrich Transportation Company, with Albert E. Goodrich, W. J. Whalling, G. Hurson, A. Conro and S. A. Hasbrouck as owners, and Manitowoc as its hailing port. Years later due to tax laws, this home port was changed to Kenosha, then to Duluth as the laws of Illinois and Minnesota were more favorable, although the latter place never was a port of call for the line. In November, 1866, was launched what was up to that time the queen of the Goodrich fleet, the Northwest. It used the Planet's engines, was 250 feet long with 33 feet beam and had a measurement of 1100 tons. In May it was placed on the west shore run but proved too attractive to down east buyers and was disposed of to the Detroit & Cleveland Navigation Company who changed her name. As the Greyhound she earned many times her cost in carrying thousands of passengers out of her Detroit terminus. Chicago was now the southern end of the Goodrich line. To take care of the smaller northern ports the propellers Truesdell and Ottawa were purchased, the former taking over the Green Bay route for several years but the latter remaining in Goodrich possession only two years. On August 17, 1867, builder Rand launched the *Manitowoc*, a sidewheeler of 569 tons which was presented on that occasion with a set of colors by the village after which it was named. She ran from Chicago to Manitowoc for five years and then was turned into a barge. In this capacity she had a long and useful career on the lake. It is interesting that she bore in her life as a steamboat second-hand engines, this time those of the May Queen. During this period Captain Goodrich had a fleet of seven vessels most of which wintered at Manitowoc. Here he maintained extensive headquarters and repair shops that were enlarged as the years went on and as larger boats had to be accommodated.

The loss of the Seabird in 1868 compelled the line to look around for a replacement at once and the Alpena was purchased at Detroit for \$80,000. This craft, too, though rebuilt in 1876, met an untimely end. The year 1880 witnessed one of the severest storms that ever swept Lake Michigan. Occurring on October 16th, it was marked by the fall of the thermometer from sixty-five degrees to freezing point in the space of a few hours. Snow fell, adding to the uncertainty of navigation. The Alpena, then a snug little craft of 653 tons, was running from Grand Haven to Milwaukee with Captain Napier commanding. She left

Grand Haven on the evening of the fifteenth and at about one o'clock was sighted by her sister ship, the *Muskegon*, steaming in the opposite direction. A semi-tornado was observed by many craft that were unfortunate enough to be on the water that night and the last heard of the *Alpena* were her blasts of distress which could bring no aid. Seventy-five passengers and a crew of twenty-six went to their graves with no one remaining to tell just what had happened. Wreckage and bodies were strewn over a distance of seventy miles along the Michigan coast.

In 1869 the Rand yards built the sidewheelers *Sheboygan* and *Corona*. The former was a staunch two-stacker while the *Corona* was a smaller boat and bore but one stack. The local papers of the time made much of the occasion of the launching of the *Sheboygan*, declaring her the Queen of Lake Michigan, and describing with great detail the ornate scroll work of the cabin doors, the beauty of the pilot house and the power of the revolving paddles. She had a long and useful career without an accident of any consequence to mar her record until the May day in 1914 when she was towed out to the sands between Manitowoc and Two Rivers and there burned to the water edge. The *Corona* took the northern ports in stride for many years as well, until 1892 when she was sold to Buffalo interests and run as an excursion boat. Along the Niagara river she ended her career by fire not long afterwards.

Another 618 ton craft, the Muskegon, slipped down the ways at Manitowoc in 1870, using the Orion's machinery. She was used on the cross lake run and sometimes on the upper port route. She too ended her career by being beached near Two Rivers, after having been wrecked in a dry dock at Milwaukee in 1897 while undergoing repairs. The propellers Oconto and Menominee were built two years after the Muskegon, and the De Pere a year later. All three were of moderate size and the De Pere at least tried to operate in the winter time, at one time being stuck in the ice for weeks north of Two Rivers. The Oconto was sold and sunk on the St. Lawrence river with a valuable cargo in 1866, while the Menominee was rebuilt in 1893 into the new Iowa, which ran on the Milwaukee-Chicago route for many years thereafter. Outside the latter port about twenty years ago the ice stove in her bow and she sank. fortunately with little loss of life. The De Pere's later owners operated her as the State of Michigan. She too sank off Grand Haven in 1901. By this time the builders at Manitowoc were known as Rand & Burger, the former having taken in as partner Henry Burger, an experienced ship carpenter born in Germany. The first work of this new firm was the fine sidewheeler Chicago, using the Manitowoc's engines. For many years a veteran captain, Barney Sweeney, was a familiar figure in her pilot house. He guided her course without serious accident for many a year on the Chicago-Manitowoc run. She finally ended up as a boarding house on the Manitowoc river during the first world war and was later stripped and beached.

The propeller *Ludington* launched in 1880 was the last steamer to be built for Goodrich at Manitowoc over a period of nineteen years. She was a staunch and steady craft of 842 tons and was entirely rebuilt and renamed the *Georgia* in the winter of 1897-8. One of the leading authorities on Lake Michigan history, Captain Edward Carus, still residing at Manitowoc, captained her for many years. She was later placed on the Mackinac excursion run out of Chicago and then ran in the last years of Goodrich existence as a winter boat as far north as Sturgeon Bay, unloading often on the ice at the mouth of the Sturgeon Bay ship canal. Her usefulness passed in later years when it was discovered that the arches that had been her designating marks for so many years had materially weakened, leading to her condemnation.

The above mentioned craft served the Goodrich company during the seventies and eightics, covering nearly every port on the west shore, with the extension at times to Grand Haven and Muskegon. But times changed and the traveling public demanded better accommodation. Mr. Goodrich, whose pride was in keeping his craft in ship-shape manner was not the last to heed the signs. In 1889 the Burger & Burger yards (Mr. Rand had died in 1885) turned out the beautiful steamer City of Racine, of 1041 tons, with all of the latest appointments. Citizens of her name port gave her a beautiful flag and attended the launching in large numbers. She was placed on the Milwaukee-Chicago run and for years carried thousands of pleasure seekers at the prevailing low night rate between the two cities. Later she was rebuilt and renamed the Arizona and kept her reputation as a reliable and fast carrier. Her end came as a machine shop and boarding house used by contractors along the lake channel then being built at the Soo and along the Detroit river. The same end came to her sister ship, the *Indiana*, somewhat larger, built a year later and for many years taking the same run.

It was then that Captain Goodrich and his son, soon to take over the management of the affairs, saw the possibilities of the increased passenger travel to the coming World's Columbian Exposition at Chicago and determined to take advantage of it. At this period they maintained extensive dock properties at the Michigan Street bridge in Chicago and a block off Wisconsin Avenue in Milwaukee, together with commodious docks at their various ports of call, many of them in their own name, others rented. Their passenger and freight departments were well organized. Altogether it was a most profitable undertaking. For the Chicago-Milwaukee run, the line had the magnificent *Virginia* of 1606

tons, built at Cleveland, which was ready to take on all comers as to speed and elegance when she reached Lake Michigan. For the lesser work, from the same port on Lake Erie, the Atlanta was built, somewhat smaller, but of good lines and speed. The fair opened and the Goodrich Line found a unique competitor in the huge whaleback passenger liner Christopher Columbus, built by Captain Alex McDougall at Superior and brought down to Lake Michigan to take care of the day trip between the two cities and also to run excursions to the fair grounds. Many an exciting race between the "pig" and the Virginia took place but not more than five years elapsed before the Goodrich interests had purchased the Columbus and were running it opposite the Virginia. Commanded by the well known figure, Captain William E. Moody, she occupied the spotlight in excursion travel for many a year, finally being scrapped at Manitowoc just before the present world war. The Virginia, however, was taken to the ocean and later was purchased by William Wrigley, the chewing gum magnate, to be placed on the Catalina Island run out of Los Angeles harbor. There she does duty today as a reserve boat of the line. The Atlanta, after many years of service, burned off Port Washington on March 18, 1908, with the loss of one life.

Among the leading figures in the Goodrich history of these years was Captain Butlin, another of the Ward protegés, who brought out the Racine in 1889. After the death of Captain A. E. Goodrich he became president of the line before the son, Albert S., assumed the duties. Another was Captain David Mitchel Cochrane, a Scotchman born in Oswego in 1837, who served as a boy with his father as early as the fifties when the latter captained the Vandalia. He became the superintendent of the line and looked after the construction of new craft and the upkeep of the older boats. His able coadjutor was the chief engineer William E. Elliott, an Englishman who had also been a Ward employee and who had joined the Goodrich forces in 1862. A monument to his activities erected by the Marine Engineers Benefit Association stands in one of Manitowoc's parks today. Among the captains aside from Captains Sweeney and Carus, already mentioned, stood out Captains Munger, Franklin, Stines, McCauley, Fowler, Bronson, Cook, and numerous other good navigators who made Lake Michigan history. With the advancing years steel construction took the place of wood. The Manitowoc Shipbuilding Corporation had purchased the Burger interests and enlarged the yards of that concern and still was in close alliance with the Goodrich interests. In 1910 the launching of the Alabama took place. She was a beautiful craft, about the size of the Virginia, with all the latest improvements. She took over the White

Lake-Chicago run and carried thousands of passengers and a great volume of freight. With the passing of the line she was sold to other interests and ran for a time as a tour boat to Lake Superior out of Detroit.

A year later there came out her twin, the *Nevada*. This steamer had an interesting career. After serving the Goodrich interests for four years she was requisitioned in the last war and sold to the Russian Government. Before she reached Vladivostok for delivery to her new owners, the Kerensky government had fallen and delivery to the new Russian government was held up by the allies. She lay in harbor for some time and was then brought back to the United States, reconditioned and sent back to the lakes. There she served variously under the Pere Marquette management and later as an auto carrier between Milwaukee and Grand Haven. A second world war conflict ensued and she was sent down to the ocean again and there disappeared, probably the prey of a German submarine.

This ends the catalogue of the boats built for the Goodrich interests. The automobile was gradually displacing the excursion steamer and the trucks were taking away the freight traffic. Boat after boat was lost or outlived its usefulness. Other craft were purchased or leased but the portents for the future were not bright. One of the newer additions to the fleet, the *Wisconsin*, went down off Racine in the aftermath of the great October storm of 1919, carrying with it Captain Morrison and Engineer Buschmann, together with fourteen others. The *Illinois* and the *Kansas* were also used but the route north of Milwaukee was gradually abandoned. The old docks were sold, Albert S. Goodrich disposed of his interests, the docks were given up and finally the old line that had been so important a factor in Lake Michigan history passed out of



CHICAGO HARBOR (Port Series No. III). From the original etching by Louis Orr. Copyrighted by Louis Orr and reproduced by permission of the Yale University Press.



S. S. Huron, first of the Goodrich steamers. (See Page 18.) Courtesy of the Manitowoc County Historical Society, Manitowoc, Wisconsin.



The Christopher Columbus of the Goodrich line, entering Milwaukee. (See Page 23.)



CAPTAIN H. C. INCHES with his ship models. (See Page 45.)



THE FRANK ARMSTRONG of the Interlake Steamship Company, H. C. Inches, Captain.





THE ICEBREAKER Mackinaw at Cheboygan. (See Page 38.) U. S. Coast Guard official photograph.



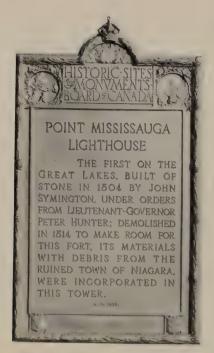
GREAT LAKES buoy. The lookout is scarching for the marker where the buoy is to be planted. U. S. Coast Guard official photograph.



MAUMEE BAY RANGE LIGHTS off Toledo, Ohio, seen through a direction finder loop aboard the U.S.C.G.C. Crocus. U. S. Coast Guard official photograph.



THE NEW ORLEANS, from the oil painting owned by the Jefferson County Historical Society, Watertown, N. Y. Photograph by David Lane.



HISTORIC SITE marker for the Point Mississauga Lighthouse. (See Page 17.)



ELEVATION of the first lighthouse on the Great Lakes. From the Public Archives of Canada. (See Page 14.)



VIEW OF SACKETT'S HARBOR, New York, in 1815. (See Page 33.) Courtesy of A. W. Munk & Co., Watertown, N. Y.

#### United States Naval Forces On the Great Lakes

By CLYDE E. FEUCHTER

THE PEOPLE of the United States, 130 years ago, did not appreciate the importance of sea power. That is the usual conclusion naval historians draw from the War of 1812. A study of the situation on the Great Lakes does not appear to support that conclusion.

Upon Lake Erie and Lake Ontario were gathered almost as many war vessels as sailed the oceans. At Sackett's Harbor, in New York, was begun one of the Navy's largest ships, the *New Orleans*. It had a displacement of 2805 tons and was pierced for one hundred guns. In the same yard and at the same time three frigates were under construction. The *Chippewa*, pierced for 64 guns, and the *Plattsburg*, a 44, were never launched by the Navy, but were sold on the stocks. The *Superior*, rated 44 guns but mounting 62, became the flagship of Commodore Isaac Chauncey. It was the largest naval vessel ever launched on the lakes.

Alongside these larger vessels, completed and incomplete, should be listed some of the smaller craft. There were the frigates *Mohawk*, 32, the *General Pike*, 24, and the *Madison*, 20 guns. These were in use with seventeen smaller ships rating from 18 down to two guns. All of these vessels were on Lake Ontario.

There was no hesitation about building ships on the lakes. The danger in the west was clear; the President, Congress, and the people who opposed the enlarging of our salt water navy saw it. Congress specified that any vessels required for the war on the lakes should be built. It seems that the American people would support sea power if they were convinced of the need for it. But most of them still believed that our Atlantic coast could be protected by forts and gunboats.

The exceptional construction found on Lake Ontario was prompted by the ship-building activity of the British naval commander, Sir James Yeo. On Lake Erie the British were not so active so the Americans also built fewer ships. Only twelve armed vessels sailed that body of water under the American flag. Except for the brigs Lawrence and Niagara, each of 20 guns, the Erie fleet was negligible.

Below are listed the naval vessels that were started, built, bought or fought by the United States Navy on the Great Lakes during the War of 1812. Except for the *Oneida*, which was commissioned in 1809, all ships were built or armed during the war.

Ship	Type	Guns	Tons	Remarks
		LAKE	ONTAR	RIO
Oneida	brig	14	243	Carried 16 - 24 pdrs. carronades.
New Orleans	ship	74	2805	Pierced for 100 guns. Never completed, but kept in commission until about the Civil War.
Chippewa	ship	44		Pierced for 64 guns. Not launched.
Plattsburg	ship	44	1748	Not launched.
Superior	ship	44†	1580	Largest vessel we ever had on the lakes. Mounted 62, later 58, guns.
Mohawk	ship	32	1350*	Completed in 34 days.
General Pike	ship	24	875	Carried 28 long 24s.
Madison	ship	20	593	Carried 24 - 32 pdrs.
Jefferson	brig	18	500*	*
Jones	brig	18	500*	Launched in 21 days.
Sylph	schr	16	300	
Hamilton	schr	9	112*	Lost in heavy weather during their
Scourge	schr	10	110*	
Gov. Tompkins	schr	6	96	
Growler	schr	7	53	81*
Pert	schr	3	50	
Lady of the Lake	schr	3	89	Only naval vessel left on the lakes by 1823.
Conquest	schr	3	82	•
Fair American	schr	2	82	53*
Ontario	schr	2	81	53*
Asp	schr	2	57	
Julia	schr	2	53	82*
Elizabeth	schr	2		
Raven	transport	1	50	•
Ranger	brig	14		
		LAK	E ERIE	
Lawrence	brig	20	480*	
Niagara	brig	20	480*	Also in action on Lake Huron and Lake Superior.
Ariel	schr	4	112*	

<sup>†</sup>United States Navy usually placed more guns upon a ship than her rate signified.

<sup>\*</sup>Figures from Theodore Roosevelt, The Naval War of 1812, New York, c1910.

All other information about ships in this table is from Lt. George F. Emmons, USN, The Navy of the United States from the Commencement, 1775-1853. Washington, 1853.

Ship	Type	Guns	Tons	Remarks	
Caledonia	brig	3	180*		
Scorpion	schr	2	86* Cap	tured in Lake Hu	iron. 1814.
Somers	schr	2	94*		
Trippe	sloop	1	60* Cap	tured in Lake H	uron. 1814.
Tigress	schr	1	96*		
Porcupine	schr	1	83*		
Ohio	· schr	1	94*		
Amelia	schr	1			
Ghent	schr	1			

Happily it was unnecessary to maintain this freshwater fleet. In 1818 the Rush-Bagot Agreement was signed between the United States and Great Britain. It stipulated that neither party was to maintain more than one naval vessel on any one of the Great Lakes. These vessels were not to exceed 100 tons, nor be armed with more than one 18 pound gun.

A navy inspection of American vessels on the Great Lakes in 1821 resulted in the condemnation of all but one. The *Lady of the Lake* was kept in commission. By 1823 she was the only armed American ship on the lakes.

Of the vessels on the stocks, the Navy decided to retain the New Orleans and Chippewa. The former was housed in the navy yard at Sackett's Harbor. The latter vessel was sold on the stocks sometime in the 1830s. In 1834 the Navy gave its reasons for keeping the New Orleans. It stated "that the ship, although only partially finished, is in a good state of preservation and may probably be kept in that state . . . (for a cost of about \$1000 per year). With this expense the Board are of the opinion that a proper regard to the possible wants of the country upon that frontier offers a sufficient reason for her preservation." Difficulties with Britain at the time caused the Navy to keep this ace up its sleeve. The New Orleans was not decommissioned until the Civil War.

The Michigan, famous as the first iron naval vessel of the American Navy, was designed to carry six guns. Representations from the British, however, caused a decrease in her armament to the stipulated one gun.

The history of the United States Navy on the Great Lakes was a short but glorious one. In the course of the War of 1812 the United States was able to maintain a naval force equal to that of the British. On Lake Ontario and Lake Erie, as well as on Lake Champlain, we had a practical demonstration of the value of seapower. Eventually that lesson was applied to wider fields.

### The Death of Douglass Houghton

October 13, 1845

By Marie E. Gilchrist

A land breeze and a heavy sea,

Pull away boys, pull hard.

Houghton said: "Tonight we must be
At Eagle River. The schooner leaves

Tomorrow, taking Oliver, here."

MacFarline said: "It's going to blow.

Shall we put in?" The Doctor said, "No!

This breeze can't hurt us; there's nothing to fear.

We shall soon be in; pull away!"

Douglass Houghton sat in the stern. Pull away boys, pull hard.
It began to snow and the wind took a turn Northeasterly, and the snow came faster.
Meemee, the dog, crouched by his master.
We had better keep on, pull away.

Darkness came and a heavy sea.

Pull away boys, pull hard!

Baptiste Bodrie, Tousin Piquette
Rowed forward and their clothes were wet.

MacFarline said to go ashore.

"We'd better keep on a little more,"
Said Houghton, "We're nearly to Eagle River."

Meemee commenced to whine and shiver.

We shall soon be in, pull away.

Bodrie spoke in French and said, "We'd better go ashore."
"What's that?" said Houghton, "A good dry bed And a new log house when we arrive!"
Bodrie thought, "We won't get there alive,"
But he didn't protest any more.

They knocked and they rolled in the waves for an hour. We shall soon be in, pull away.

MacFarline bailed with all his power.

"Better put on your belt!" he spoke
Just before a big wave broke.
The belt washed away from the Doctor.

"We must go ashore," said Houghton at last. Pull away boys, pull hard.

MacFarline answered, "We can't land here."
But toward the coast he commenced to steer
And the boat shipped water fast.
"We shall soon be in," said the Doctor.

Heavily each man leaned on his oar.

Pull away boys, pull hard.

They were now two hundred yards from shore.

We must get to shore, pull away.

Along came a wave with spray and thunder,

The boat capsized with all hands under.

"Better keep on," said the Doctor.

MacFarline caught the keel and stayed afloat,
He pulled Houghton up by the collar of his coat—
"Take off your gloves and hold on!"
Houghton was a brave and little man,
"Don't mind me, get ashore if you can,
Peter," he said. The sea took them there
And sent the boat straight into the air.
"I'll get along," said the Doctor.

When MacFarline came up, the Doctor was gone, He and Bodrie clung there alone, They could hear the breakers roar. Three times on the rocks MacFarline was thrown, The fourth time he hung there, chilled to the bone. Bodrie and he got ashore.

They searched and called in the freezing blast But gave up hope of the others at last.

Come away boy, come away.

"We have lost our brothers," Bodrie said,

"Perhaps one of us will not be dead Before we reach Eagle River."

This ballad follows closely the affidavit made by the two survivors after the wreck. Alvah Bradish—Memoir of Douglass Houghton, 1889, p. 92-95.

—M.E.G.



# The Icebreaker Mackinaw

A NEW KIND of history was made on the Great Lakes this winter when the United States Coast Guard Cutter Mackinaw began her career.

In the two months following the commissioning of the ice breaker at Toledo, Ohio, the ship traveled more than 5800 miles, escorted eight new warships through ice-bound waters to outlets to salt water, and

made 17 passages through the Straits of Mackinac.

The powerful white ship opened a new era for shipping on the lakes. She broke all records for the length of the navigation season. She broke channels in ice which formerly would have been considered impassable. The heaviest ice and coldest weather of a severe winter did no more than slow the steady progress of the *Mackinaw*, which never once ex-

tended herself to the limit of using full power.

Vice Admiral Russell R. Waesche, Commandant of the Coast Guard, explained the purpose of the *Mackinaw* when the ship was commissioned at the Toledo Shipbuilding Company December 20, 1944. He said, "She will open shipping lanes probably three to four weeks earlier in the spring and keep them open later in the fall. She will be ready to aid commercial shipping whenever required to do so, and to perform any rescue operations. Of imperative importance is her assignment to clear the way for new Navy construction that must move through the lakes during the winter."

The *Mackinaw* is 290 feet long,  $74\frac{1}{4}$  feet abeam and displaces 5090 tons. Her six diesel engines develop 10,000 shaft horsepower. Steel plating to withstand the force of solid ice is  $1\frac{5}{8}$  inches thick at the ice belt and  $1\frac{3}{8}$  inches thick above the belt. This plating is put together with 30 miles of single bead welding. No rivets were used in the hull

construction.

Among the unique features of the ship is the forward screw, which can rotate to advantage in either direction. It can be used to cut ice, to create a wash or vacuum, and when reversed, to suck water from under an ice sheet. This changes the static buoyancy of the ice and facilitates ice-breaking by the cutaway bow. The forward propeller is 12 feet in diameter, and the two after screws are 14 feet in diameter. All three propellers are three-bladed.

Special equipment for freeing the vessel in ice fields has been used

so far only in tests. Powerful pumps can trim the ship forward and aft, transferring 150 tons of water in a 16-minute cycle. This can put the ship in the most advantageous icebreaking position, with the cut-away bow riding up over the ice to bear down with full weight. Port and starboard heeling pumps transfer 400 tons of water twice in four minutes, producing a rocking effect to free the ship if caught.

The *Mackinaw* has a notched stern permitting entry of another ship's bow. The towing engine has automatic tension control which pays out a two-inch wire cable when excessive surges occur, automatically recovering the cable when the pull drops below the value at

which the control is set.

First major assignment of the *Mackinaw* was working in assembly-line fashion with three other Coast Guard cutters to escort three navy cargo transports from Duluth to Chicago. Grinding effortlessly through as much as 20 inches of solid blue ice and windrows which reached 10 feet, the *Mackinaw* cleared the way for the historic mid-winter movement.

Her maiden performance won praise from Comdr. Edwin J. Roland, USCG, skipper of the 5090-ton vessel, who declared that the ship lived

up to every expectation.

The Mackinaw took over after the three ocean-going cargo vessels—Pemiscot, Hidalgo and William L. Nelson—had been cleared through 18 inches of harbor ice in Duluth by the 180-foot Coast Guard cutter Woodrush; had crossed ice-free Lake Superior independently; and had been escorted through Whitefish Bay and the Upper St. Mary's River by the Coast Guard cutters Sundew and Chapparal. The preliminary movement required a little more than 30 hours.

The new icebreaker, completed the second leg of the journey—a 48-mile run down the lower St. Mary's River into Upper Lake Huron—in less than six hours. Using power from only four of her six huge diesel engines, she churned ahead steadily at an average speed of eight

miles per hour.

The icebreaker enjoyed no lull between assignments. Returning to Lake Huron through the ice-jammed Straits of Mackinac, she headed for Bay City, Michigan, to pick up an APD Navy transport vessel to

escort to Chicago.

The *Mackinaw* rammed through the ice in heavily-frozen Saginaw Bay with the same ease with which she carried out her previous assignment. The APD was placed close astern of the *Mackinaw* to prevent ice floes from damaging the Navy vessel's hull or propellers.

The Mackinaw then returned to Sault Ste. Marie to clear the way for a fourth Maritime Commission vessel, the Lebanon. The same system

which was used to escort the three previous AK's was employed to move this vessel to Chicago.

Most demanding operation of the Mackinaw's historic career was the towing of a Navy minesweeper through the ice-jammed lakes to Chi-

cago, late in February.

Bucking solid ice which ranged up to two and one-half feet thick and windrows of 20 feet—described by Comdr. Roland as "The toughest we've ever encountered"—the vessel came through with a high-priority cargo safely secured in her slotted stern.

Ice in western Lake Erie proved too much for the *U.S.S. Elusive*, the 180-foot minesweeper completed at Lorain, Ohio, and after the vessel damaged her temporary propeller blades, the massive *Mackinaw* took

her in tow.

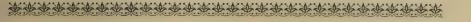
The towing of the *Elusive* was the first actual operation of this sort performed by the icebreaker. A two-inch wire cable was used and the little minesweeper was nosed snugly into the notched stern, built especially for safe towing in ice.

A large rope fender was secured in the stern notch of the *Mackinaw* to safeguard the minesweeper's bow. So secure was the tow that the movement of personnel between vessels was accomplished while the

ships were underway.

During the summer the *Mackinaw* will be used to handle the heaviest buoys on the lakes, to carry oil and provisions to distant lighthouses and stations, to serve as a training ship for Coast Guard personnel, and to do any salvage work that is necessary.

The ship is based at Cheboygan, Michigan.



## A Cleveland-Born Pirate

By GORDON W. THAYER

THE GREAT LAKES, which have had nearly everything else, have also had a pirate. Unfortunately for picturesqueness, he did not operate on the Great Lakes, but in the South Pacific. As, however, he was born in Cleveland and as a boy worked on lake boats (could he have got his piratical ideas there?), he deserves a note in INLAND SEAS.

William Henry Hayes, known all over the South Pacific 70 years ago as "Bully" Hayes, was, as Basil Lubbock says in his biography "Bully" Hayes, South Sea Pirate (London, 1931) "known from Frisco to Sydney. from Calcutta to Shanghai, and from Singapore to Wellington as the Pirate of the South Seas." But his methods were not so much those of the old time buccaneer, who hanged his victims from the yard-arm or made them walk the plank, as of the modern confidence man. He excelled in swindling captains out of their boats or their cargoes, and time and again, as the saying is, paid his creditors with the foresheet.

When he was born, is a matter of dispute. The common opinion is 1829, though some say 1827. His birthplace was on Superior Street near the present site of St. John's Cathedral. One story makes him educated at Norfolk, with sea experience in the U.S. Revenue Cutter Service, which he was said to have left owing to a quarrel over a boyhood sweetheart. According to the same story, he later joined the Navy under Admiral Farragut, but again had to leave because of trouble over the sweetheart of a brother officer. All this, unfortunately, is more poetry than truth. He could never have been an officer in the Navy, for he lacked the education, as his later letters proved, badly written and ill expressed.

The other tale told of Hayes is much more likely: that his father kept a grog shop, frequented by lake sailors. In those days, says Lubbock, the lake seamen were mostly of Irish stock, and were a rough, fighting lot whom only seasoned captains could handle. Their chief pleasure was to fill up with cheap whisky in some saloon like that reputedly run by Hayes' father, and then sally out to take over the town. Anyone who could take care of himself in such company, could manage even a pirate

crew.

At all events Hayes seems to have worked briefly on the lake boats, and then to have been lured to California by the discovery of gold, to return to the lakes no more.

In the South Seas Hayes was a 4-B man: buccaneer, blackbirder, barrator, bigamist. As a buccaneer, he employed the method of the "biter bit." Fearing the consequences if he resorted to out-and-out piracy himself, he would follow the Malay pirates until they had captured and looted a ship, and then rob them, knowing that no European government would punish crimes committed against men already wanted by the law.

Blackbirding, or slave trading was a lucrative occupation for him. In 1868 he kidnapped sixty natives of Savage Island, including the Chief's daughter, and sold them in Australia.

As a barrator or perpetrator of marine frauds, he was continually changing ships, all of which bore stolen goods. For example, he bought a cargo and supplies on credit for the barque C. W. Bradley, which he had mortgaged for three thousand pounds. Then he scurried out of Singapore without securing clearance papers, and disposed of the ship.

Once he had a load of Chinese passengers bound for Australia. They had paid their fares and the Australian poll tax. In order to get rid of his passengers and pocket the tax, he let water accumulate in his hold, while outside of Sydney. Then, when a tug hove in view, he called all hands to the pumps, and told the tug, "My boat has sprung a leak. I can get her in to Sydney if you will take off my passengers." The tug complied, and Hayes promptly departed.

He did not balk at more violent acts when necessary. Having victimized Theodore Weber, head of a large German firm that traded in the South Seas, he raided Apia in Samoa, Weber's headquarters and demolished the German consulate. It was nothing to Hayes that he was defving the German Empire.

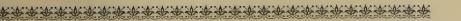
A fine figure of a man, six feet three, weighing 240 pounds, he appealed to women, at least three of whom he married. His hair he wore long to hide the loss of an ear in a gambling fracas. His end came in 1877 in a fight with his Dutch mate.

He had a kindlier side. His watch bore an inscription of gratitude for saving twenty-seven lives at the risk of his own. He was fond of dogs and birds, and constantly carried them with him. He collected island curios and had some skill at the violin.

Altogether a versatile soul, the farthest-flung of Cleveland's scoundrels, of whom they still sing in the South Seas:

"Steady to the gangway—watch the rollin'!

It's time to pipe poor Bully Hayes below."



## GREAT LAKES CALENDAR

By JEWELL R. DEAN

944

Coarse freight commerce on the Great Lakes established a new record in 1944. A compilation by the Lake Carriers' Association, Cleveland, shows 184,155,384 short ons transported in a navigation season that was nine days shorter than the one of .942 which was the former record.

The record was the more remarkable in that iron ore, the leading commodity in Great Lakes commerce, was only the third heaviest tonnage in history. Limestone, hird most important commodity, accompanied ore in the decline. The record was due to a great increase in the amount of bituminous coal, which jumped 7,626,728 ons over the 1943 total, and grain, which gained 4,418,764 tons.

Bituminous coal set a record at 58,747,203 tons and grain set a new high in bushels, with 583,888,803, but the 16,228,880 tons was slightly below 1928 due to the larger amount of light material, such as oats, in 1944. American grain receiving ports established a record in unloading 352,042,138 bushels.

The consumption of Lake Superior district ores in United States and Canadian steel plants in 1944 totaled 87,246,990 gross tons against the record 89,027,689 tons in 1943. Reflecting the desire of steel companies to hold down inventories for the end of the war, stocks of ore in furnace yards and stored on Lake Erie docks aggregated 37,823,876 gross tons against 43,428,641 a year before.

Totals for 1944 coarse freight commodities, in short tons and with comparisons

with the other World War II years, follow:

WILLIE CITICITY OF THE TELL OF THE			
	1944	1943	1942
Ore	90,911,003	94,533,434	103,125,990
Bituminous Coal	58,747,203	51,120,475	51,623,848
Anthracite Coal	1,416,127	848,984	909,949
Grain	16,228,880	11,810,116	8,501,586
Limestone	16,852,171	17,339,675	18,570,048
	184,155,384	175,652,684	182,731,421

JANUARY, 1945

Early in January the United States Coast Guard cutter Woodrush broke a channel in 18 to 20-inch ice in Duluth-Superior harbor for four ocean-going ships, completed there, to head down the lakes in an unprecedented midwinter vessel movement. The new \$10,000,000 ice-breaker Mackinaw, commissioned in December by the Coast Guard after being built at Toledo by the Toledo Shipbuilding Company, broke a channel in the ice and convoyed the ships through the lower St. Mary's River and the Straits of Mackinac. Lockage of the ships marked the only January movement through the Sault Ste. Marie canals in history.

The *Mackinaw* pushed a path through 20-inch ice in sub-zero temperatures in helping to deliver to Chicago the new ships for continuing to the ocean via the Illinois

Waterway and Mississippi River. The ice-breaker, based at Cheboygan, Michigar went to Lorain, Ohio, late in February and convoyed a new naval minesweeper of the up-lake route to Chicago. She went through ice over 24 inches thick in western Lake Erie while towing the partially-disabled minesweeper.

#### January, 1945

Wartime commerce of the Great Lakes has been "one of the greatest achievement in the important battle of supply" in the war, stated Vice Admiral Russell R. Waes che, commandant of the United States Coast Guard, in addressing a gathering of 50 officers of Great Lakes ships in Cleveland on January 23. The assembly, sponsored by the International Ship Masters Association, on the first day of its annual grand lodge meeting, also had as speakers Congressman Fred Bradley, representing Michigan's Sault Ste. Marie and Straits of Mackinac area, and Capt. James A. Hirshfield new Assistant District Coast Guard officer at Cleveland.

#### FEBRUARY, 1945

Powell Transports, Ltd., Winnipeg, purchased early in February the steamer E. E. Johnson and barge Ethel J. from Great Lakes Lumber & Shipping, Ltd., For William, Ontario, and shortly sold them to Paterson Steamships, Ltd., Fort William Both vessels were built in 1896 at Chicago for the iron ore trade as the Maricopa and George H. Corliss, respectively. They have been renamed the Altadoc and Portadoc Paterson Steamships also purchased the small steamer William from the Union Transit Company, Toronto.

#### FEBRUARY, 1945

The American government announced in February it would offer for sale an uncompleted ore-loading dock, begun under rush orders in 1942 as a wartime standby to help expedite the movement of ore down the lakes should the famed Sault Ste. Marie locks be disabled during the emergency. Also put up for sale were 18,000 pilings driven for hasty completion of a second dock should it be required. This alternate ore route program included extensive improvements of railroads to provide fast and heavy shipment of Minnesota, Wisconsin and Michigan ores to Escanaba.

#### March, 1945

Capt. Ralph J. Lyons, 84, who took 12 new steamers out of the shipyards for breaking-in during 57 years on the lakes, died March 1 at the home of a daughter in Cleveland. He began sailing in 1878 and retired from the Great Lakes Steamship Company in 1935. Capt. Lyons lived in Lorain, Ohio, all of his life until Mrs. Lyons died in 1941. His father operated one of the early shipyards in Lorain which was located near the mouth of the Black River on a site now occupied by the Coast Guard station.

#### March, 1945

Alexander C. Brown, a vice-president of the Cleveland-Cliffs Iron Company, was elected to the executive committee of the Lake Carriers' Association at the annual meeting March 15. His father developed the iron ore unloading rig that led to the present high-speed docks which unload ore and coal in Great Lakes ports faster than anywhere in the world. Victor H. Palmer of the Reiss Steamship Company also was elected to the executive committee. New directors elected at the meeting were Palmer, H. L. Gobeille, Capt. C. O. Rydholm and G. V. Evans.

## NOTES

### The Inches Ship Collection

THE GREAT LAKES HISTORICAL SOCIETY is being designated in the will of Captain H. C. Inches, 23773 Detroit Road, Westlake, Ohio, to receive a series of scale-built models he has constructed of the various types of ships which have been outstanding in the history of commerce on the Great Lakes.

Captain Inches, master of the 721foot steamer Frank Armstrong of the Interake Steamship Company fleet, has completed models of most of the historic types of ships during his winter seasons over the past 40 years and plans to add three more as time permits him to build them. The captain started his series with the schooners and it extends to, but not including, the modern type of steel freighter.

The collection, which will go to the Society for permanent preservation and display, will include three types of schooners, the white-wings which once carried all of the coarse freight on the Inland Seas—even into a day when steamers were rather numerous but considered uneconomical except for carrying passengers and merchandise.

The schooner models include a large three-masted fore and aft rigged type which transported the lakes' iron ore, grain and lumber when the industries of the nation revived following the Civil War, a two-masted smaller type which moved grain through the old Welland Ship Canal to Oswego and Ogdensburg, New York, and a schooner-scow, a two-masted shallow-draft vessel which ran into small ports and bays in short-haul

trade in laths, firewood, shingles and some sand and bricks.

The collection also includes two models of lumber steamers, one small and one large, to recall a trade that is practically extinct on the lakes but once was tremendous. Another reproduction is that of a lake tug such as plied through the Detroit and St. Clair Rivers towing a half-dozen or more of the "whitewings" and their freight that was helping to build a nation. Incidentally, Captain Inches points out for the historically inclined that two of these powerful large tugs are still afloat, unused but kept for emergency use. They are the G. R. Gray (originally the Bismarck) and the Reliance, both owned by the Abitibi Power & Paper Company, Ltd., Port Arthur, Ontario. Most famous of this group probably were the Sampson, the John Owen, and the Champion.

There are two models of harbor tugs, one a faithful reproduction of the craft which currently monopolizes work of aiding the giant freighters to their docks in American ports on the lakes.

One model is of the whaleback, sometimes known as the pig or cigar ship. The whaleback was purely a lake-designed ship that is almost out of existence although she came along in the steel ship age. Another model, now completed, is of a clipper ship, a salt-water vessel, but the one that gave the United States its greatest glory in the world of shipping.

Captain Inches intends to round out the Society's group with models of the old wooden package freighter, the sidewhee passenger steamer which moved thousands and thousands of immigrants westward on the lakes to found new homes, cities and states, and the old wooden iron ore carrier which gave fame to the Wards, the Bradleys and the Davidsons a few generations ago.

The captain is truly a lakes man, if such a class of mankind can be specified. He was born in Algonac, a little Michigan city which fronts on the St. Clair River and its passing parade of lake shipping. He started sailing with his father, the late Captain J. R. Inches, on lumber steamers and schooners during high school vacations. In 1901, as he says, he "began full-time on various steamers." He went into the Gilchrist fleet, one of Cleveland's great shipping names of the past, in 1908 as a mate, later moving over to Pickands Mather & Company, operator of the Interlake Steamship fleet, in 1913 when that company took over the Gilchrist ships. He obtained his first ship as master in 1925. It was the Saturn. In 1943 his company honored him by selecting him to bring out the new Armstrong.

One of the lumber steamer models is a copy of the *Rhoda Stewart*, the maiden name of his mother, who resides in Algonac and is 90 years of age. Her family had an interest in the lumber carrier. The captain's wife is a daughter of the late Captain S. A. Lyons of Algonac who sailed freighters for the Cleveland-Cliffs Iron Company for many years.

Captain Inches started whittling models when a boy, his father helping him. He undoubtedly has mastered an art that has few short cuts. The detailed and minute work that goes into model-building is tremendous. The captain has a work bench in his basement, a power hand-saw and several workcases heavy with the small, intricate and costly tools that are required in his painstaking and slow work. At least one person who might qualify in the limited field of experts on models has asserted that this collection represents the best work he has viewed.

Pictures of lake ships, none of the modern fleet, share with models as the hobby of the captain. He has about 800 pictures of old ships, is steadily acquiring more and is working up a separate book of pictures and clipped newspaper stories of Great Lakes shipwrecks. There is also another book, yet unfilled, of clipped newspaper material on lake ships and shipping. Of his picture collecting, Captain Inches says, "I have been collecting pictures of ships that have been gone for many years, finding the most of them in out of the way places, or trading with other collectors-with whom a very fine bond of friendship exists."

-JEWELL R. DEAN.

### The Wolverine

THE GREAT LAKES HISTORICAL SOCIETY received information from Herbert R. Spencer of Erie regarding plans for the preservation of the historic ship Wolverine. At the meeting of the Trustees of the Society in March it was voted to approve and support the efforts of this group. The original letter and the Society's reply follow:

U.S.S. Michigan (Wolverine) 1843

We feel that a report is due to the many hundreds of people throughout the country who have signified interest in this, the first iron-hulled warship built by the United States Navy, now abandoned in the harbor at Erie, Pennsylvania.

It has been the endeavour of the Foundation to untangle the legal status of the ship. Its recent history and its present standing are outlined in the attached copy of a letter sent (at his request) to a naval officer in Washington. The bill mentioned therein (S. 1720) was initiated by the Navy Department, received the blessing of the White House ("if it hadn't been for me they would have scrapped her long ago"), passed the Senate without dissenting vote on March 30, 1944, and died its legislative death

when Congress adjourned in December. This bill was to authorize the Navy to give to the Foundation full legal title of

ownership.

The present condition of the ship is unsightly, to put it politely. One mast is still upright; the decks are in place, but unsafe; the wood superstructure is badly rotted. But, just as sound as a century ago, are the iron hull, the deck beams, the paddles and paddle boxes, and the engine. The boiler, being a modern one installed in 1892, is thoroughly rusted. The original engine cylinders, the valves and the crank shaft are untouched by corrosion.

The Foundation does not have definite plans for the future of the ship, whether she is to be sunk or salvaged, scrapped or restored. We know that the first step must be the unravelling of this legal tangle.

Capitols Foundation for the Original U.S.S. Michigan, Inc.

Landis E. Isaacs,
Lieut., U.S.N.R.
P. Barton Kauffman,
Lt. Col., A.U.S.
Lloyd W. Kennedy,
Attorney.

John R. Metcalf, Ens., U.S.N.R.

J. Elmer Reed, Historian.

Herbert R. Spencer, Ens., U.S.N.R.

Ralph G. Walling, Comm., U.S.N.

January 10, 1945.

March 6, 1945.

Mr. Herbert R. Spencer, Erie Enameling Company, Erie, Pennsylvania.

Dear Mr. Spencer:

At a meeting of the Board of Trustees of the Great Lakes Historical Society on

February 23rd, your letter regarding the Capitols Foundation for the Original U.S.S. *Michigan* came up for discussion. It was the unanimous opinion of the Board that the Society should give your association every support possible in your commendable attempts to preserve this historic ship.

It was suggested that if you so wished, the Society should write to the suitable persons at Washington to lend you our support. We would be very glad to know in what way precisely we can be of help to you. It is for the support of just such projects that the Great Lakes Historica I Society is organized.

Sincerely yours,
Donna L. Root, Secretary,
Great Lakes Historical Society.

### Vermilion's Gift

The Vermilion, Ohio, Public Library has recently received a gift of \$1,600 to develop a special collection of books on lake subjects. The donor is the F. W. Wakefield Brass Company, the leading industry of the village. Its president, A. F. Wakefield, and his brother, George, an official of the company, are charter members of the Great Lakes Historical Society. They are commemorating by this gift their father, the founder of the company, and an ardent yachtsman. A. F. Wakefield has followed in his father's footsteps, and is the present Great Lakes sailing champion in the Star class.

The collection will include books and magazines on yachting, sailing and lake history. Vermilion is a peculiarly appropriate location for such a collection, as it was once a lake port of no mean dimensions and is still the center of a considerable fishing industry.

Perhaps other lake ports may care to follow Vermilion's excellent example.

-G.W.T.

### The Mariner's Church

THE MARINER'S CHURCH of Detroit is a landmark on lower Woodward Avenue in that city. Many a passerby must have wondered what purpose it served in the past and what it serves today. Its story from 1848 to the present, nearly a century, is told in a small pamphlet recently issued, the contributors to which are Dr. Milo M. Quaife, secretary of the Burton Historical Collection in the Detroit Public Library, and Reverend David R. Covell, rector of the Mariner's Church and Superintendent of the Detroit Episcopal City Mission. Appended is a poem by Anne Campbell "The Mariner's Church" which was read June 28, 1944, at the Festival and Musicale to celebrate completion of extensive repairs and reconstruction of the church and attendant buildings.

## Fairport Lighthouse

THE FAIRPORT, Ohio, lighthouse is to become a Great Lakes museum housing shipping relics, sailing antiques, mementoes and documents. Built in 1871, this lighthouse is the third in Fairport. Its predecessors, erected as early as 1825, were for some time terminals for the Underground Railroad.

The establishment of the museum will go hand in hand with the creation of a Fairport Harbor Historical Society, to collect all local lore. Miss Lillian W. Luthanen, the moving spirit in both society and museum, hopes that they may acquire title from the federal government to the lighthouse reservation.

-D.L.R.

## First Annual Meeting

THE FIRST annual meeting of the Great Lakes Historical Society was held at Cleveland on April 26, 1945, at the Carnegie West Branch of the Cleveland Public Library, where rooms have been assigned for use of the Cleveland Power Squadron, members of the Society. Mr. Clarence S. Metcalf, Executive Vice-President, presided. A brief business meeting was held; it was voted to retain the 1944 officers for 1945 and the Secretary's and Treasurer's reports were read. The charter membership of the Society was closed at 276 members. The treasury was reported to have a balance of \$1,925.85.

Captain C. O. Rydholm, Marine Superintendent of Cleveland-Cliffs Iron Co., addressed the audience informally relating his experiences in years of icebreaking activities on the lakes and illustrated his talk with his own film record. Although the evening was stormy, over 50 members were present.

### QUESTIONS AND ANSWERS

INLAND SEAS offers to publish questions from its readers about the Great Lakes and in turn asks them to send in answers to published queries.

(4) Information is desired on the only woman diver known to have operated on the Great Lakes, Mrs. Margaret Campbell Goodman of New York City. She was widely known for her salvage operations and according to the Cleveland Plain Dealer of October 15, 1934, was planning to salvage the schooner New Brunswick which went down off Point Pelee, Lake Erie, in 1859, with a cargo of oak and walnut logs valued at \$500,000.

(5) Information is requested concerning the loss of the *Ocean Wave*. This vessel was burned on Lake Ontario about May 1, 1853, with considerable loss of life.

# Book Reviews

HISTORIC ST. JOSEPH ISLAND, by Joseph and Estelle Bayliss. Cedar Rapids, Iowa, The Torch Press, 1938. \$2.00.

A real need is met by this work by two members of the Great Lakes Historical Society. St. Joseph's Island, at the northwestern arm of Lake Huron, extending up into the St. Mary's River, is not discussed in such elaborate works as the twenty-three volume history of "Canada and its Provinces." Now the gap has been amply filled. A labor of love (Mrs. Bayliss is a native of the island and a granddaughter of its most distinguished citizen, Major William Rains), it gives in readable form the history of the island and its notable families.

Especially interesting to readers of INLAND SEAS will be the chapter on the ships, old and recent, that have either put in at the island or passed up and down the St. Mary's River. The difficulties of the passage are feelingly described by Blois' Gazetteer of Michigan, published in 1838:

"The strait of St. Mary's to the falls is the most difficult to navigate. Its common sailing channel is a perfect labyrinth, devious and circuitous around islands and sunken rocks, passing cross-channels and shoals. It is ascended by a south-east wind only, and then none but the most experienced can pilot a vessel either up or down it."

First sighted by Etienne Brule in 1622 and by Jean Nicolet in 1633, it was occupied by the North West Company, an organization of Montreal merchants, in 1792. Some of the original foundations may still be seen at Rains Point. In 1798 the British built Fort St. Joseph, which was the base of operations for the conquest of Mackinac in the War of 1812. In return American forces landed on the island in 1813, and finding it deserted, burned the fort.

Major William Rains, who had fought against Napoleon, conceived the idea of colonizing it in 1834. His venture finally struck financial shoals, but the major himself lived on the island till his death in 1874.

Interesting chapters deal with pioneer life and recent days on the island. Dr. M. M. Quaife of the Burton Historical Collection of Detroit, who introduces the book, has also added an interesting appendix on the British Sergeant James Keating, who single-handed in the War of 1812, working but one gun, put to flight an American gunboat and captured the fort of Prairie du Chien. He lived for many years afterward at Drummond Island and at Penetanguishene, at the foot of Georgian Bay.

It is hard to imagine the work of Mr. and Mrs. Bayliss as needing to be done over. —G.W.T.

THE GREAT LAKES, by Harlan Hatcher. London and New York, The Oxford University Press, 1944. \$4.00.

Harlan Hatcher has met a long-felt want by producing in one volume a comprehensive history of the Great Lakes. The limitations of a volume covering such a field do not permit extensive excursions into the by-waters, but this is no mere factual volume. It is a living, moving record of these inland seas from the time more than

four hundred years ago when Jacques Cartier entered the St. Lawrence, the outlet to these waters, down to the present era of great port cities with their elevators, ore docks and railway terminals connected with fleets of steel ships which pass through the connecting waters in unending procession during eight months of the year.

The author's treatment of his subject follows a chronological pattern. Part I, running to more than one hundred pages, is a narrative of discovery and early exploration of the lakes, two chapters being included to tell of the geological history of the region. The story of exploration has been made familiar by many writers but the author has clothed it with life and color and there is much told of the Indians with whom the French made early and profitable contact.

"The ambitions of three nations have circled these lakes," says the author in his preface, "each has left its stamp and its tradition on these shores." The long conflict between France and England for control of the mid-continent, a story which Parkman told so well long ago, and the later struggle between England and the republic which evolved from her colonial ventures—these insofar as they relate to the lakes

form the general theme of Part II of this work.

"Possession" is the key name given to Part III and "Development" to Part IV. Here we come to the era when, with wars in the past, it was possible for the people on this continent to exploit the heritage which they had received. People and goods were soon on the move about the lakes once the War of 1812 ended. The first steamboat, the *Frontenac*, of 700 tons, was launched at Kingston on Lake Ontario on September 7, 1816. Across the lake, at Sackett's Harbor, the *Ontario*, 220 tons, entered the water just six months later. But sailing ships were to be seen everywhere and were still numerous seventy-five years later. Fur, which had been a staple in the lakes region since the first coming of the French, had its busiest and most lucrative era after the War of 1812, but it dwindled before two decades had passed. New lines of trade followed, lumber, grain, ores, all with values far beyond the dreams of men.

No phase of Great Lakes history appears to be overlooked in this volume which is at the same time rich in detail and highly readable. More than a dozen illustrations, end-paper maps, a bibliography and a copious index round out a well-written book. Mr. Hatcher is announced as the author of the volume on Lake Erie in the American Lakes series which is to appear this year.

—F.L.

CARRYING PLACE, by Angus M. Mowat. Toronto, S. J. Reginald Saunders 1945. \$3.00.

An ill-starred love affair is the theme of this novel of character rather than plot. The scene is the beautiful island, Carrying Place, in Lake Ontario. The heroine's mysterious death in the lake presents a mystery which is finally unravelled by a friend of the hero's. A skillful piece of story-telling full of passion, color and high drama in which the chief interest, however, to readers of Inland Seas is its lake setting. —M.B.K.

BRÉBEUF AND HIS BRETHREN (THE NORTH AMERICAN MARTYRS) by E. J. Pratt. Detroit, Basilian Press, 1942. \$1.25.—Toronto, Macmillan Co. \$3.00—Cheaper ed. \$1.25.

The life of the Jesuit missionary in New France during the seventeenth century wa at best one of self-denial and hardship, and on occasion his zeal was rewarded wit actual martyrdom. So it was with Fathers Brébeuf, Lalemant, Jogues, Daniel, Garnier, and others, whose determined efforts to Christianize the Hurons of the Grea Lakes region of Canada, in the face of tremendous difficulty, are the subject of the

ambitious narrative poem. It is the story of painstaking preparation, repeated discouragement and beginning again, extreme peril and captivity, ending finally with heroic sacrifice at the hands of the Iroquois. Though not a Roman Catholic, the author tells that story with genuine sympathy and understanding.

The book is, in fact, even more of interest for its subject matter than for the quality of the verse. Yet the verse is highly satisfactory, and is well suited to the content.

LAKE MICHIGAN, by Milo M. Quaife. (American Lakes Series.) Indianapolis, New York, Bobbs-Merrill Co., c1944. \$3.50. - Toronto, McClelland & Stewart. \$4.50.

The American Lakes Series is unfolding into an achievement of the highest order, and this volume from the pen of its general editor is a very worthy addition. Dr. Quaife, secretary and editor of the Burton Historical Collection, Detroit Public Library, is particularly well qualified to write on Lake Michigan, having already distinguished himself as author of several works on the history of Michigan, Wisconsin,

and Chicago.

The history of the lake is traced back to events in China during the thirteenth century which led indirectly to its accidental discovery in 1634 by Jean Nicolet, who believed he was finding a route to the Orient. The natives who dwelt on its shores, it was said, came from a far-distant sea of which the water was salt, and hence they were known as Puants or "people of the Stinking Water;" from this association the lake was first called the "Lake of the Puants." A generation or so later came its exploration, incidental to the extension of French rule into the Mississippi Valley, and there began the long series of complex relations with the Indians, involving friendly trade on one hand and hostility on the other. The author exhibits a thorough understanding of the immensely complicated struggle of tribe against tribe, race against race, nation against nation, which was to occupy so large a place in the history of the region for more than a century.

Where France went, there the Church went also, and the missionaries played a highly important part in the exploration and development of the area. Some of the earliest knowledge that white men had of the lake came through the priests who undertook the tremendous task of Christianizing the natives; and of course there was the well-known exploration of the Mississippi and the western shore of Lake Michigan by Father Marquette and Joliet, as the result of which the lake became known by its

Part II has chapters on trade with the Indians, animal life, boundary questions, the relations between cities, shipping disasters, Utopias, etc. A particularly diverting essay is that on the strange cult of the "seven angelic Messengers" at Benton Harbor. This is probably the first comprehensive account of the colony and King Benjamin Purnell's career. In the final section, the reader is taken on a delightful tour "all around the coast," section by section. The physical character of the shoreline and the adjoining land is described, and the life of the people and other odd items of local interest are discussed, with illustrative stories; but the emphasis, as usual, is historical. This arrangement is for the most part satisfactory, but it gives rise to considerable repetition. A single event is often treated in two or three different places.

Dr. Quaife has given a rich storehouse of reliable information, painstakingly assembled from quantities of sources, and written in such a way that one cannot help but share much of the author's enthusiasm for his subject. From its pages men and

women emerge as living personalities, not merely as names in a history book, and to read it is an intensely human experience.

—J.W.B.

LAKE SUPERIOR, by Grace Lee Nute. Indianapolis, New York, Bobbs-Merrill Co., 1944. \$4.00.

You always know when the person who wrote a book enjoyed the writing.

Too frequently in these last years we have been asked to read books which ceased to interest the author before the job was done. Instead, it has been easy to visualize the publisher, or it may be the editor of a series, standing over the writer with a club and urging him, or her, to go on and on to write enough to justify a blurb and a price. The writers of thousand-page novels have been the principal offenders, or perhaps we should say victims. Their success proves only that advertising pays.

But all that has nothing to do with Dr. Grace Lee Nute's Lake Superior. Dr. Nute had a good time writing every word of it. Dr. Milo Quaife of the Burton Historical Collection of the Detroit Public Library, editor of the Great Lakes series, never had to stand over her with a club. She has a wonderful story to tell, and her mastery of the subject matter is so complete that every now and again the reader will perceive that the story has pretty much told itself. That is as it should be, and the reader gains with the writer.

Miss Nute begins, as she must, with Étienne Brulé, the woods-runner who first saw the upper lakes and whose definitive biography is soon to appear. After him come priests and nobles, saints and dare-devils, traders who explored because they must and explorers who trade only because they must, in endless procession. Here is sheer romance—not silken or cloak and sword but in the nature of things masculine, the romance of buckskin and birch bark, of hardships beyond belief and of rewards to match.

Whether you thrill to tales of couriers du bois or voyageurs who sing; of missioners or hard workers; lumbermen, ship builders or prospectors for metals more precious than gems, whether you wish to relive a vacation visit to the upper lakes or to prepare yourself for one, or just to be informed, Miss Nute's interests will match your own.

Lake Superior is history as it should be written.

--I.S.M.

SEA LANGUAGE COMES ASHORE, by Joanna Carver Colcord. New York, Cornell Maritime Press, c1945. \$2.75.—1944. \$3.50.

"The book that here takes its 'departure,' is strictly for fun." So says the author in her introduction; and indeed she has a way of sharing that fun equally with all readers who are interested in sailors' lingo or in linguistics generally.

Joanna Colcord, the sister of Lincoln Colcord, the distinguished author and editor of the sea magazine, *American Neptune*, is herself an author of many books. Of these her *Songs of American Sailormen* will probably have the greatest interest for readers of In-LAND SEAS.

Numerous dictionaries of sea terms have been published from time to time, but probably none has attempted to do just what this one does, namely, "to bring together as complete a record as possible of words and phrases developed at sea which have thereafter had some currency upon the land." The various meanings of the expressions, on land and sea, are given, often with examples of their use, including interesting bits of verse, old songs, and an occasional anecdote.

Some of these borrowings have continued in land speech in their original, literal

sense, while others are used figuratively, with different application. Frequently they are used without any awareness of a connection with the sea, as in the case of "aback" (in "taken aback"), which had reference to a vessel made unmanageable by a sudden shift of wind. Many have been transplanted to other means of transportation, as is obvious, for example, when we speak of a fleet of motor trucks. Some, though they originated on the sea, now survive only on the land or in poetry.

Of course there is often the question as to which came first, the sea or land application of a given expression. The author recognizes this problem, and faces it honestly. What she does not recognize, however, is the fact that a landlubber need not necessarily use the same idiom as the seafaring man to apply to a certain nautical situation. Here the question may arise whether Miss Colcord should call it incorrect to say that a boat "rocks" merely because the sailor's word for this motion is "rolls" or "pitches."

This, as she says, is purely a landsman's expression, but is it an error?

Although Miss Colcord delves a little into derivations of words, she makes no pretense of being an etymologist. She does claim, however, to know the words and phrases that people use at sea and alongshore, and exactly what they mean—a knowledge which is based upon years of first-hand contact with those people. With this she combines an attitude of scholarship, so that we may safely assume that the material is for the most part authoritative. The book contains information that is not readily available elsewhere, and conveniently is in dictionary form.

—J.W.B.

### This Month's Contributors

(Excepting the Editorial Staff)

P. W. McDermott is on the staff of the General Reference Division of the Cleveland Public Library.

Walter E. Havighurst, professor of English at Miami University, has written several books, including *The Long Ships Passing*.

The career of Richard W. England, a retired lake captain, is summarized in his article in this issue.

Lillian R. Benson is on the library staff of the University of Western Ontario.

Ralph G. Plumb, of Manitowoc, Wisconsin, is the author of History of Navigation of the Great Lakes and Lake Michigan.

"The Icebreaker Mackinaw" is by officers of the United States Coast Guard, Cleveland district.

The book reviews signed J.W.B. are by Jay W. Beswick of the Literature Division of the Cleveland Public Library; M.B.K. denotes Mrs. Miriam B. Kelly of the Popular Library Division of the Cleveland Public Library.

#### In Memoriam

Harry G. Ellsworth, whose collection of pictures of Great Lakes shipping was mentioned in the first issue of Inland Seas, died at his home in Port Colborne, Ontario, on February 21, after a brief illness. He was in his 64th year. His collection of pictures was one of the best in Canada and during the past two years he had contributed a series of articles to the Welland-Port Colborne Evening Tribune dealing with Great Lakes vessels of the past and illustrated by his own prints. A member of the Great Lakes Historical Society, he is the first of our organization to go.

He was much interested in the Society's plans. Last summer he wrote:

"Your card received for suggestions for the Bulletin. I would say marine affairs, but there is a lot to do on history and research also. If you want any pictures of boats, I will be only too glad to contribute anything I can . . . I would like to see it go over with a bang."

The Society feels a serious loss in one who, had he lived, would have been an active and valued member.

### MEMBERSHIP OF THE GREAT LAKES HISTORICAL SOCIETY

SUPPLEMENTING LIST IN THE JANUARY ISSUE (Names are given in order of joining)

(A) Societies and Organizations

Baldwin-Wallace College Library, Berea, Ohio.

Miller's Boat Livery, Put-in-Bay, Ohio.

United States Salvage Association, Inc., 848 Rockefeller Bldg., Cleveland, Ohio - (Sustaining). Gary Public Library, Gary, Indiana.

Worthy R. Brown & Son, Inc., Lakeside, Ohio.

The Controller, National Parks Bureau, Ottawa, Ontario.

Neuman Boat Line, Sandusky, Ohio.

Cleveland-Cliffs Iron Co., 1460 Union Commerce Bldg., Cleveland, Ohio - (Life).

Put-in-Bay Public Library, Put-in-Bay, Ohio.

Elyria Public Library, Elyria, Ohio.

Johnson & Higgins, 231 So. La Salle Street, Chicago 4, Illinois. Shaker Heights Public Library, 3486 Lee Rd., Cleveland 20, Ohio.

Leathern D. Smith Shipbuilding Co., Sturgeon Bay, Wisconsin - (Life).

The Marquette County Historical Society, Marquette, Michigan. Vermilion Public Library, 213 East South St., Vermilion, Ohio.

University of Illinois Library, Urbana, Illinois.

The Rinkleff Marine Hardware Co., 121 West Water St., Sandusky, Ohio.

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Lorain Public Library, Lorain, Ohio.

United States Coast Guard, Cleveland, Ninth Naval District, 1812 Keith Bldg., Cleveland, O. The Hackley Public Library, Muskegon, Michigan.

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Carson F. Piper, 121 St. John St., Fort William, Ontario (1945-1946).

Charles H. Yates, 19 Hartford Ave., Muskegon, Michigan.

Frederick F. Hill, The Mariners' Museum, Newport News, Virginia.

Jerrold Nedwick, 1838 Lincoln Park West, Chicago, Illinois.

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#### (E) Corrections

E. B. Greene, care of Cleveland-Cliffs Iron Co., Union Commerce Bldg., Cleveland 14, Ohi Capt. H. C. Inches, 23773 Detroit Rd., Westlake, Ohio.

This concludes the list of charter members of the Great Lakes Historical Society. Part I this list was published in the January issue of Inland Seas. Charter members are all who joined during the first year. Subsequent members will be recorded in later issues.

The Great Lakes Historical Society sponsored by the Cleveland Public Library offers thre types of membership: Life (individual or organization), \$100.00; Sustaining (individual organization), \$10.00 or more annually; Annual Membership (individual or organization) \$5.00 annually. Please make checks payable to The Great Lakes Historical Society, 32 Superior Avenue, Cleveland 14, Ohio.



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INLAND SEAS is published quarterly by the Great Lakes Historical Society, Incorporated, which is sponsored by the Cleveland Public Library. The subscription rate is \$5.00 annually and includes membership. Subscriptions and all correspondence should be addressed: Great Lakes Historical Society, Inc., care of the Cleveland Public Library, 325 E. Superior Ave., Cleveland 14, Ohio.

The Society will gladly receive for publication in INLAND SEAS articles, correspondence and pictures relating to the history, description, natural resources, industry or shipping of the Great Lakes. It assumes no responsibility for opinions expressed by the authors. Gifts of books, pictures and other objects will also be welcome.

